

Whig and Courier.

Wheeler & Lynde, Proprietors.

THURSDAY, OCT. 22, 1887.

THE CIRCULATION OF THE WHIG AND COURIER IS LARGER THAN THAT OF ANY OTHER DAILY IN MAINE, EAST OF PORTLAND.

TERMS OF ADVERTISING.
For one square, 3 lines daily, \$1.25
For each week's continuance, .75
For half square, 3 lines daily, .75
For each week's continuance, .45
For one square in evening, 3 lines, .25
For each week's continuance, .15

SPECIAL NOTICES.

\$2 per square for three insertions—\$1 a week for continuance.

Why Emigrate?—What is the matter with you, neighbor, that you have grown weary of your home, and begin to pine for sudden wealth in richer lands? Why go to California? Then we assure you that you will find your children you do not have the opportunity of the rest. It is colder still winter in Utah, than it is in Maine. Kansas lies between 35 and 38 degrees of north latitude, and yet the cold of Kansas is far more intolerable than that of Maine. Over the whole of the West, the open, unsheltered prairie winds sweep with a scorching, penetrating chill, that no amount of clothing can resist. All emigrants from Maine into the West, are told that the Western people with their sham style of building, their imperfect methods of warming their houses, and their inadequate clothing suffer more from the cold than we do.

Do you wish to find longer seasons? Look into the papers and see when the first frost of the season came at the West, and recollect that it came here. All over the grain-growing States of the West, the frost struck the 25th of September. Here in Washington County everything, even the tenderest vines, were growing till the night of the 20th. Not in this manner. Upon this Eastern seaboard of Maine, it is a rare thing to see before the last of September, or first of October, and we are fully compensated for the lateness of our spring by the extra summer we enjoy in the latter autumn. Look then at the stage of growth of plants at the period in the two sections of country.

What would the ears of corn green in the field, and the anxiety with the farmers is now, whether or not the grain will mature, and whether they will shrink and wither in drying, or leave them in the field and rot them in September. The frost found all our staple crops matured, and waiting for the harvest. Even the corn sufficiently ripened to be gathered. But if you had a few days longer season, remember that it is all the West is dreading in the autumn, and that it is the cause of the loss of the crops, and that our potatoes are as green as in June.—*Michigan Republican.*

Why emigrate?—The present state of things in the Western States is such as to induce any man to emigrate from Maine. We are pretty well off here, under the pressure, but our condition is nevertheless comfortable compared with that of thousands who have "made West" within a few years. While in many parts of the West is now with from forty to fifty cents—hour \$3.00 and \$4.00—then about a quarter of a dollar—and money means the farmer's date at the market. So they are obliged to pile up their apples and wait, or to sell them for better times, or to sell them for less than they are worth, and then they are not so unfortunate as not to have paid for all their improvements.

Re-considering the "erism" and the hard times, we have a good and sound currency, going at a hundred per cent. on the dollar, and our farmers are getting almost as much for their products as in the best of times. Potatoes, corn, butter and cheese and poultry, hay, grain and potatoes, have fallen but not as much as in Maine; and they will not fall till the decline at the West becomes general. Our Maine farmers are close upon the great markets for produce. They are as blessed with a sound and good currency, as it is not at the moment specie-paying one. And this difference will exist in good times as well as bad.

Again we ask—"Why emigrate?" For now there are in Antioch county three thousand square miles of as handsome and productive land as any under the sun, and in a few more years the main land interests of the State and of the people will secure the building of a railroad from the Penobscot river to the heart of this fertile region. But besides this there is a good and virgin soil enough in other parts of Eastern Maine to build up two or three States as large as Vermont—all of them endowed by nature with ample water power, having timber in the greatest abundance, and mineral resources, we have no doubt far exceeding anything yet developed. And these lands are as productive as the best western lands. It is a fact that the yield of corn, wheat, oats, potatoes, &c., is greater per acre upon the new and rich lands of Maine than is now produced upon what are considered good western lands. A friend recently described a new settlement in the County of Piscataquis, within fifty miles of Bangor, where the farmers—only a year or two ago—were producing the staple varieties of food for man and beast, as to illustrate a most verdant and fertile land. As a grazing State Maine has unequalled facilities, and farmers who go into the raising of cattle and sheep extensively, are as sure of getting rich in ten or fifteen years, as any class of people who go West. And if farmers and graziers will occupy and improve the lands of Maine as they ought to, and find all kinds of business improved and employment increased from the increase of agricultural production, which is the foundation of all public prosperity.

MONS PLUTON.—Three new asteroids have been detected between Mars and Jupiter, moving in the direction of that interesting locality. They are very small—the supposed diameter of the largest being but 40 miles, and of the smallest 4.

The Elections.

PENOBSCOT. The Philadelphia Bulletin of 10th has official returns from twenty counties, in which the vote for Governor compares with that for President in the same counties last year, as follows:

THIRTY COUNTIES.—(Official.)
President, 1886. Governor, 1887.
Buchanan, D., 118,174; Packer, D., 94,266
Fremont, R., 68,380; Wilnot, R., 68,641
Fillmore, A., 62,166; Hazlet, A., 22,796

It will be seen that Wilnot gains over Fremont's vote in these counties. The total vote against the Republicans last year in these counties was 170,380, and the majority against them now is 107,360. The majority against them now is 60,419.

OMIO. The returns from Ohio indicate the re-election of Governor Chase by nearly a thousand majority. The Fillmore Americans, who polled 28,000 votes last fall, when the majority against them was only 10,000, have this year given their own ticket less than 5000.

INDIANA. The returns from Indiana are contradictory. The Chicago Tribune says the Republicans have secured a majority, which will elect a Republican U. S. Senator in place of the incumbent.

New Publications.

ANNUAL OF THE DEBATES OF CONGRESS, FROM 1789 TO 1855. The fourth volume of Col. Benson's great work has been received, and is the Bangor agent, Messrs. D. H. & Co. The execution of the work by the publishers, Messrs. Appleton & Co., New York, does credit even to the high reputation of that house.

More Democratic "Voters" going to Kansas.

WASHINGTON, Oct. 10.—Three companies of the 4th Cavalry, Colonel Monroe, from Kansas, on the 27th, had arrived at New Orleans en route for Texas.

A FIVE MINUTE LOAN OF A HORSE.—One afternoon this week our worthy neighbor O. borrowed a horse of his friend D., (who by the way lives two or three miles out of town, and sports a fine animal.) G. was to return the horse in five minutes.

A CURIOUS REPORT AS TO CENTRAL AMERICA.

NEW ORLEANS, Washington, Oct. 20. The New Orleans Press, an excellent paper, says that the passengers by the Central American are now residing in Cuba, being prevented from leaving by steamers in consequence of the late season.

FOR THE WINE AND COURIER.

MY CHILD'S ORIGIN.
BY DAVID HARKER.

One night, as old Saint Peter slept, He left the door of Heaven ajar, When through a little night-curtain, And came down with a falling star.

GRAT WINE CROP IN FRANCE.

The Government has ascertained that the probable amount of wine production for this year will be 79,000,000 barrels, which is about 700,000 more than the average.

SLAVERY EXISTS IN KANSAS UNDER THE CONSTITUTION.

"You cannot put your finger on any part of the Constitution which gives the right of the power to carry slaves from one of the States of the Union to any Territory of the United States."—*Henry Clay in 1850.*

LOCAL AND MAINE NEWS.

Supreme Judicial Court.

Present—Curtis, J.

October 22.

MOSES ROWE appt. from Probate Court.

Mary Elizabeth Withee, daughter of the late M. F. Stevens of this city, on her way from Texas to this city, in the autumn of 1865, was taken ill coming up the Mississippi, and died in Philadelphia. Her father had died in January 1866, leaving estate in this city, worth \$2000 to \$3000.

Before her decease, and upon her death bed, she made her will, leaving all the estate to her husband, John W. Withee. The will was presented to the Probate Court in this County, and proved by the depositions of John W. Mohner, who testifies that he drew the will and presented it to the testatrix for her signature, and saw her sign it, and procured the presence of two other witnesses, who were present when the will was executed.

Wm. G. Conrow, who deposes that he is an Alderman of the city of Philadelphia, and that he was in the room when the will was executed, but he stood in such a position that he could not see Mrs. Withee write her name.

She acknowledged the instrument that she attested, to be her last will in his presence, but he never saw the instrument before he put his name to it as a witness.

Sherlock deposes that he was in the room at the time of the execution of the will—that the testatrix acknowledged it to be her will, but does not testify positively that he saw her write her name. These depositions have been read in the trial now going on.

The theory of the defense is, that Mrs. Withee was not of sound mind when the will was executed, and that the signature to the instrument was not made by her. To-day has been occupied in an interesting examination of experts as to the signatures.

Mr. N. D. Gould of Boston, testified that he has his opinion, from comparing the signature with signatures to letters he held in his hand, testified to be that of Mrs. Withee, that it could not have been made by her. Mr. Comer of Boston, gave similar testimony. These two gentlemen were on the stand the greater part of the day.

Frederick, teacher of writing in this city, testified that Mrs. Withee was a pupil of his, and that he does not believe the signature was made by her. Other experts will be examined.

It is in evidence that Mrs. Johnson, formerly a spiritual medium in this city, and a sister of Mrs. Withee's husband, was her physician during her illness—that Mrs. W. died at her house in Philadelphia—and that Mrs. Johnson, who drew the will, boarded with Mrs. Johnson. Mrs. W.'s disease was called by witnesses yellow fever, black vomit, and typhoid fever.

DA BROWN'S LECTURES, last evening was attended by a respectable audience, but not so large a one as the reputation and abilities of the speaker should have drawn out. He treated of some of the characteristics of modern civilization as contrasted with the ancient, showing that under the influence of Christianity there has been an actual progress as such was not known in previous epochs of the world.

He maintained the progress in law, in humanity or in regard for human life, and in the sentiment of the world against slavery. He expressed himself very strongly against any system of human bondage. When we find a nation recognizing slavery, said he, we find also that the present sentiment of the whole civilized world is arrayed against that nation. He declared the most desperate of men to attempt, as some do, to uphold slavery as a moral, just and good institution.

His religion taught him to see a man in the negro as in every other abolitionist of the great family. Still he was no abolitionist—not even a feeble, soft, feeble abolitionist—not even a feeble, soft, feeble abolitionist.

The lecturer dilated at some length upon the subject of slavery—uttering many noble and honorable sentiments—but without declaring in favor of any specific mode or time of emancipation.

The subject of the second lecture, on Friday evening, was announced to be the material progress which has been made under modern civilization.

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STEAHERS.

California Steamers.

Carrying the United States Mail.

5th and 20th of each month.

Greatly Reduced Prices. 50 lbs. Baggage free.

Through Tickets, including transfer of the Isthmus, via Panama R.R.

By order of the Postmaster General, the United States Mail Steamers will hereafter be despatched from New York direct to Apapal, on the 5th and 20th of each month.

Passengers are landed at the Pacific Steamers without any extra expense. This is the only line giving such a privilege. Through tickets including meals on the Isthmus.

Transit made in four hours entirely by daylight this evening, the great exposure by night in open boats to fever and ague, and the danger of sea sickness and river navigation over rocks and shoals.

Arrangements have now been completed so that the regular U. S. Pacific Mail Steamer will leave Panama for San Francisco immediately on arriving passengers by the United States Mail Steamer without any detention on the Isthmus.

17 Tickets must be signed by one of the Company's Agents before departure, and the agent has obtained the only authorized agent for the Atlantic and Pacific Mail Steamship Companies in this city. C. B. BARTLEY, Agent.

16 Broad Street, Boston August 1, 1857.

Portland to Boston.

Summer Arrangement.

The Steamers LEWISTON and PORTLAND, Capt. F. A. FORT, will run as follows:

Leave Portland, every Monday, Wednesday, Friday, and Sunday, at 7 o'clock P. M. and Central Wharf, Boston, every Tuesday, Wednesday, Thursday, and Friday, at 10 o'clock P. M.

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FARE REDUCED.

FOR

Portland, Boston and Lowell.

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17 Tickets must be signed by one of the Company's Agents before departure, and the agent has obtained the only authorized agent for the Atlantic and Pacific Mail Steamship Companies in this city. C. B. BARTLEY, Agent.

16 Broad Street, Boston August 1, 1857.

WEST.

FROM BANGOR.

New York and Erie Railroad.

Express and Mail.

Leave Bangor, every Monday, Wednesday, Friday, and Sunday, at 7 o'clock P. M. and Central Wharf, Boston, every Tuesday, Wednesday, Thursday, and Friday, at 10 o'clock P. M.

Passengers are landed at the Pacific Steamers without any extra expense. This is the only line giving such a privilege. Through tickets including meals on the Isthmus.

Transit made in four hours entirely by daylight this evening, the great exposure by night in open boats to fever and ague, and the danger of sea sickness and river navigation over rocks and shoals.

Arrangements have now been completed so that the regular U. S. Pacific Mail Steamer will leave Panama for San Francisco immediately on arriving passengers by the United States Mail Steamer without any detention on the Isthmus.

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16 Broad Street, Boston August 1, 1857.

Steamboat Notice.

The Steamers LEWISTON and PORTLAND, Capt. F. A. FORT, will run as follows:

Leave Portland, every Monday, Wednesday, Friday, and Sunday, at 7 o'clock P. M. and Central Wharf, Boston, every Tuesday, Wednesday, Thursday, and Friday, at 10 o'clock P. M.

Passengers are landed at the Pacific Steamers without any extra expense. This is the only line giving such a privilege. Through tickets including meals on the Isthmus.

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16 Broad Street, Boston August 1, 1857.

LOOK.

THE LUXURY AND PROFIT OF HONEY MAKING.

Torrey's Bee Hive.

The subscriber having purchased the right of making and selling Torrey's Bee Hives for the Counties of Lincoln and Sagadahoc, and taken the first premium wherever exhibited has introduced an improved one into the Bee Hive and is now prepared to make the same in connection with the Davis Patent, and to sell rights to towns and individuals.

This Bee Hive, thus improved, is admitted by persons acquainted with the honey making business to be superior to every thing yet invented for the purpose. It covers all the requirements for ventilation at all seasons of the year, and is so constructed that the bees can be removed for the removal of the honey, without the necessity of opening the hive, and thus preserving the health and comfort of the workers.

The boxes used in this Bee Hive are made of the best adapted material for the purpose, being made of three to six pounds each, and are so constructed that the bees can be removed for the removal of the honey, without the necessity of opening the hive, and thus preserving the health and comfort of the workers.

For sale, City square of Bangor, with the new Bee Hive, and all the necessary apparatus, at R. B. TORREY, 50th Street, Bangor.

NEW GOODS!

JUST RECEIVED.

A FINE VARIETY of Short Stuffs, Shirts, Rings, Snaps, Chains, Hooks and Keys.

On hand Silver Buttons, Butter Knives, Forks, and a good assortment of Clocks, Watches, Pens, and Pencil Sharpeners at

No. 1 Exchange Block.

Small Profit and Quick Sales.

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Small Profit and Quick Sales.

RAIL ROADS.

Androscoggin & Kennebec and Penobscot and Kennebec Railroads.

New, Expeditions, and Cheap Routes between BANGOR AND BOSTON.

On and after June 1st next, Cars will leave Bangor at 10:40 P. M. daily except on Saturdays and Sundays to connect at Portland with the Steamers FOREST CITY and LEWISTON, arriving at Boston next morning.

Returning Steamers leave Boston (Central Wharf) at 5 P. M. for Portland, and connect morning with cars at 7:15 A. M. for Bangor, arriving there at 12:50 P. M.

Passengers have time to take in Portland before going on board boat at station at depot of Grand Trunk R. R. and time for breakfast at same place after leaving Bangor and before the cars leave for Portland at 11:15 A. M.

Morning train daily from Bangor, will leave for Portland and Boston at 7:40 A. M. Freight Accommodation will leave Bangor at 10:40 P. M. every day except on Mondays, when it will not be run.

Berths and State Rooms can be secured at day's notice, or of conductor on train.

ma 27, 1857. D. W. NOYES, Supt.

Bangor, Oldtown and Milford Railroad Company.

On and after MONDAY the 27th of April the Trains will leave as follows, to wit further notice.

Leave Bangor. Leave Milford.

At 5 o'clock A. M. At 7 o'clock A. M.

At 10 o'clock A. M. At 12 o'clock P. M.

At 2 o'clock P. M. At 4 o'clock P. M.

At 6 o'clock P. M. At 8 o'clock P. M.

At 10 o'clock P. M. At 12 o'clock P. M.

At 2 o'clock P. M. At 4 o'clock P. M.

At 6 o'clock P. M. At 8 o'clock P. M.

At 10 o'clock P. M. At 12 o'clock P. M.

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FAR WEST.

GREAT WESTERN ROUTE.

SHORTEST, CHEAPEST, AND ONLY Direct Route For Western Travel.

1857

Summer Arrangement.

BOSTON TO ALBANY, BUFFALO, NIAGARA FALLS, AND THE WEST.

Via Worcester, Western and N. Y. Central R. R. Connecting at Buffalo with Lake Shore R. R. for Cleveland, Toledo, Chicago, Rock Island, St. Louis, &c. (at Cleveland with R. R. for Cincinnati, Louisville, Memphis, St. Louis, New Orleans, &c.) at Suspension Bridge with the Great Western Railway for Hamilton, Detroit, Chicago, Milwaukee, &c. at St. Louis &c.

Baggage checked from Boston to Buffalo and Buffalo to Boston, at the rate of 10 cents per pound, and 10 cents per pound for extra baggage.

This is the only line between Boston and Buffalo, and Western R. R., where passengers can have the choice of all the lines west of Albany and Buffalo.

Through Tickets obtained at BRYANT'S EXPRESS OFFICE, No. 383 North St. Block, R. R. Station, Bangor, Maine.

Tickets good until used.

Passengers before purchasing Tickets also will please call and examine Maps, and obtain such other information as may be needed in regard to the cheapest, best, and most direct route to the West.

L. D. PHILLIPS, Agent.

Western Travelers.

36 HOURS!

FROM

Boston to Chicago!

1857

THE LAKE SHORE

Michigan Southern R. R. Line!

Quickest, Safest, and Most Desirable Route to the Great West!

THIS Line has no former intervention of Onions or any other change of Cars, except in the Depot, no Connection House, and it is a direct route to the West, and it is the only line between Boston and Buffalo, and Western R. R., where passengers can have the choice of all the lines west of Albany and Buffalo.

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